

**FACILITIES REVIEW COMMITTEE**

**TECHNICAL REVIEW & RECOMMENDATIONS**

**MEETING DATE:** JANUARY 19, 2005

**PROJECT NAME/FILE #:** DR 2004-0080, ADJ 2004-0013 The Round;  
South Parking Building

**APPLICATION TYPE:** Type 3 review,

**PROJECT DESCRIPTION:** The applicant requests Design Review Three and Major Adjustment approval for a mixed-use, seven level parking structure containing approximately 360 parking stalls for use by residents and customers of The Round and 7,200 sq.ft of retail space. Landscaped pedestrian promenades on either side of the building are proposed to link the Millikan Way sidewalk to a future south plaza and the existing MAX station. Auto access to the parking structure is proposed from SW Millikan Way, with auto access to the Heath Club parking area proposed to be limited only from SW Hall Blvd. A Major Adjustment is submitted to request a building height of approximately 75 feet without meeting height setbacks of the Code, in order to place the structure near the sidewalk edge where it abuts a designated major pedestrian route.

The subject site, a portion of The Round, is approximately 0.70 acres in size and is specifically identified on Washington County's Assessor's Map 1S1-16AA, Tax Lot 8600. The site is located within "The Round at Beaverton Central" planned unit development north of SW Millikan Way, west of Watson Ave. The site is within the Regional Center – Transit Oriented (RC-TO) zone and is within the Central Beaverton Neighborhood.

**STAFF PLANNER:** JOHN OSTERBERG, SENIOR PLANNER

**STAFF PARTICIPANTS:** John Osterberg, Don Gustafson, Jim Duggan,  
John Dalby (TVF&R)

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**Per Section 40.03 of the Development Code, the Facilities Review Committee shall conduct technical review for all Type 2, Type 3, and Type 4 applications listed in Chapter 40 (Applications), and make recommendations to the Director. In making its recommendations, the Facilities Review Committee shall address all of the following technical criteria:**

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1. *All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.*

The project has been previously required to construct necessary extensions and connections to public facilities and services, with the original approval of the Round PUD and by the approval of the Subdivision (SB 2001-0015). With the preliminary subdivision approval it was understood that construction on Lot 8 (referred to as Lot 7 at that time) would necessitate substantial change to the water line. The building location no longer requires the existing water line to be re-located. The proposal does not substantially modify the public facilities, such as public water, sanitary storm drainage that are either in existence or have been previously required. Therefore, storm, sanitary sewer and public water lines will connect to the public system and the proposed public utilities and easements are modified by the Committee's conditions of approval.

Comments on the proposal (see attached) have been submitted by Tualatin Valley Fire & Rescue (TVF&R) with regard to the proposal providing adequate fire protection. TVF&R notes the proposal does not appear to provide adequate fire apparatus access routes within 150 feet of all portions of the building. The District recommends a fire protection standpipe FDC system be provided for delivery of water to every floor. Facilities Review conditions of approval require final sign off by TVF&R and fire-flow calculations, to demonstrate meeting TVF&R and City standards prior to issuance of a site development permit.

### **Transportation Analysis:**

A traffic analysis prepared by Kittelson & Associates dated June 4, 2004, as required by Development Code Sec 60.55.20 Traffic Impact Analysis, has been submitted. The analysis found that the surrounding street system could adequately accommodate the proposed 358 space parking garage, and 13,376 square feet of retail and 11,780 square feet of office. Since the preparation of this study the applicant has eliminated the office space, reduced the retail to 7,200 square feet and increased the number of parking spaces by 2 for a total of 360. The current application states that the impact with the reduction of retail and office trips will be even less than previously anticipated.

### **Summary of Transportation Findings:**

Staff finds that the Traffic Analysis meets the requirements of Development Code Sec 60.55.10.7. Staff is in agreement with its conclusions and findings that no mitigation measures are required at this time. Subject to the findings and recommendations of the parking management plan and travel demand management program (reviewed under Criterion 4 below), staff is in agreement with the conclusions of the traffic analysis.

FINDING: The proposal meets the criterion for approval.

2. *Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.*

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Essential street and parking facilities are being provided as stated in Criterion 1. In regard to transit, bicycle and pedestrian facilities, the applicant proposes a Millikan Way sidewalk and south plaza walkway of 18 feet in width, and pedestrian accessways (alleys) on each side of the building providing a minimum of 20 feet of unobstructed space. The west alley would provide approximately 35 feet in overall alley\plaza\fire lane width. Public access easements will be required at all four pedestrian facilities, surrounding the building. Therefore, adequate public facilities will be constructed by the developer in accordance with City Development Code and Site Development standards, as administered as part of the Design Review and site development permits.

FINDING: The proposal meets the criterion for approval.

3. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.*

The applicant is proposing to construct an approximately 75-foot tall building adjacent to SW Millikan Way, which is designated as a Class One Major Pedestrian Route in accord with Section 60.50.55.1. The Development Code allows structures up to 120 feet in the RC-TO zone. However, pursuant to Development Code Section 20.20.60.E.3.B, all buildings adjacent to a Major Pedestrian Route have a maximum height standard that is less than 120 feet, in this case 30 feet. The applicant requests Major Adjustment approval to exceed the building height standards adjacent to Major Pedestrian Routes, by approximately 45 feet. All other Development Code standards of Chapter 20 are met by the proposal, as it is part of a Planned Unit Development. The applicant does not require Variances from Code standards. As a condition of DR approval, ADJ 2004-0013 shall be approved prior to issuance of building permits.

FINDING: The proposal meets the criterion for approval.

4. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

### **Transportation:**

Construction of the abutting streets such as SW Millikan at The Round occurred in accordance with the standards in effect at the time of the original CUP/PUD and Design Review applications, beginning with CUP 97-0005 and including BDR 97-039, which approved the specific design of the streets in accordance with the Comprehensive Plan. Connectivity of streets and accessways between The Round and the surrounding properties will be provided in the future. At an undetermined time in the future, these streets will connect with streets to the west and north, as contemplated by the

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Comprehensive Plan. No additional street rights of way dedications or street improvements are required.

### **Parking Analysis by the Applicant**

With the June 4, 2004 Traffic Analysis Kittelson & Associates submitted a parking analysis in accordance with Development Code Sec 60.30.05 Off Street Parking Requirements. Also included was a Parking Survey done on March 31, 2004 that finds that the current peak hour parking demand of 350 spaces in the peak hour of 1:00 p.m. to 2:00 p.m. is being supplied by the current parking supply of 464 spaces, a utilization of 75%. The applicant has demonstrated to the satisfaction of the Planning Director the existence of a minimum of 438 parking spaces complete and available for use in accordance with the Transportation Impact Study prepared by Kittelson and Associates, dated December 2002 and updated February 12, 2003.

The parking analysis finds that the parking demand during construction of the parking structure is anticipated to be approximately 434 spaces. This is based on the removal of the surface parking lot the garage replaces, the additional demand from the new HTI College and the existing occupancy levels of the existing buildings. However, there will be a parking supply of only approximately 367 spaces, for a utilization of 122%. The analysis states that if the conversion of the two western lots on Crescent and the 24 Hour Fitness lot, painted for valet parking but presently used as self parking, were converted back to valet parking, approximately 484 spaces would be made available, a 90% utilization.

At completion of the parking garage and at full occupancy of the existing buildings, including conversion of the 24-Hour Fitness building condos to office, the number of required parking is 862 spaces, based on parking requirements before the approved 43% reduction allowed in the Code. The approved 43% reduction requires 515 spaces. With the loss of the surface lot to the garage and the gain of the new 360 garage spaces, there is a net gain of 242 spaces, or a total of 706 spaces. The development meets the parking requirements of Development Code Sec 60.30.10.5.

As conditioned in DR 2003-0019 (The Round Health Club Lofts Modifications) and Land Use Order No. 1570, the applicant submitted a parking survey. The requirement was that the applicant submit and implement a parking demand monitoring plan and a travel demand management program to document on-site and immediate adjacent (both sides of the streets surrounding the development) off-site peak hour parking utilization, to be conducted twice a year (electronically in the parking structure and manually on the surface lots). The survey, dated March 31, 2004, was submitted June 4, 2004. As stated above, it finds that the current peak hour parking demand for the entire Round Development is 350 spaces in the peak hour of 1:00 p.m. to 2:00 p.m. and that is being supplied by the current parking availability of 464 spaces, a utilization of 75%.

Also required is that the applicant implement an on going parking demand monitoring plan and a travel demand management program. Staff recommends that a parking survey be done in the months of April and October, with results provided to the City of Beaverton staff by May 1 and November 1 of the same year. The monitoring report will document existing supply and peak hour utilization. Through the parking management

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plan and travel demand management program the applicant will have contingency plans in place (recommended measures are listed on page 30 of the application, dated February 19, 2003) to address parking supply deficiencies should they occur. These two programs are to be submitted and approved by the City Development Director and the City Transportation Engineer prior to occupancy permit of the parking garage.

### **Parking Standards of Section 60.30**

The Kittelson parking analysis and the applicant's analysis (WRG Design, Dec 3, 2004) addresses parking requirements of Sec 60.30.05 for justification of the proposed reductions. The development can meet the motor vehicle and bicycle parking requirements of Development Code Sec 60.30.10.5. The applicant is proposing to use the 43% parking reduction that was approved for this building with the original PUD and Design Review applications. The applicant proposes 360 parking spaces within the structure, intended to provide parking spaces for existing uses in The Round south of the Tri-Met tracks. The maximum number of spaces is not being exceeded.

The previous approval of SB 2001-0015 and the original PUD (CUP 97005) allows the parking standards of Section 60.30 to be met within The Round, whereby shared parking throughout The Round is permitted. Section 60.30 requires a minimum of 3.0 spaces per 1,000 sq. ft, and for 7,200 sq.ft. of retail space generates a requirement of 21.6 spaces. The applicant, Dorn-Platz represented by WRG Design Inc., has submitted information that shows the proposed building, generating a need for 21.6 spaces, (and providing 360 spaces), meets the 43 percent reduction, requiring 9 spaces. Completion of the parking structure will bring the total requirement (w/ 43% reduction and including the loss of valet parking on Lot 8), of the buildings completed so far in The Round, to 515 spaces. Completion of the 360 space parking structure will bring the total parking supply to 706 spaces.

Section 60.30.10 indicates allowance of up 55 percent reduction to the required vehicle and bicycle parking standards. However, because exceptions B and C.3 both allow parking reductions based upon membership in a Transportation Management Association (TMA), the Director has determined that this exception cannot be double-counted, and therefore the Code effectively allows up to a maximum of a 45 percent reduction. At the time of the original PUD approval, the original developer, BCB Partners, indicated that a 43 percent reduction in parking was justified in accordance with these same Code provisions, and the reduction was approved.

Under Section A of 'Exceptions'. The Round meets the 10 percent reduction standard by providing a transit amenity consisting of a pedestrian plaza, open space, with the covered transit shelter provided by Tri-Met at the Beaverton Central LRT station. Under Section B, the applicant proposes membership in a TMA, and so qualifies for a 10 percent reduction.

In meeting Section C the applicant proposes that if in the future it is determined parking is inadequate, that through a parking demand study the applicant would put into place a number of near term and long term parking management measures; including: 1) shared use parking agreements with adjacent properties, 2) creation of a VIP car pool parking program by providing preferred parking spaces to carpoolers during morning peak hours,

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3) Increase the number of bicycle spaces, 5) Creation of a Travel Demand Management fund (TDM) by which a pre-determined percentage of parking fee increase is committed to on site travel programs such as transit pass rebates, subsidy of car-sharing programs, expanded bicycle facilities, health club discounts for non auto travel, and similar, 6), Provision of transit passes by employers at The Round which may or may not be part of Tri-Met's passport program, 4) Charge for on-site tenant parking, and 7) placement of a transportation kiosk or information center providing access to information about all of the transportation alternatives, and Tri-Met service, for The Round. Staff find that all of these are good examples of an effective parking management program that will permit shared parking between uses on site and the successful operation of parking reduction measures that will promote transportation and parking alternatives to private, single-person, auto use. Staff find that such measures may be implemented by a condition of approval on the site of The Round, it should not be necessary to have shared parking with abutting property owners. Therefore the applicant meets the parking reduction criteria of 10 percent for Section C.

### **Bicycle Parking:**

In Section F of the parking exceptions, the Code allows the reduction of vehicle parking spaces in the amount of one space removed for every two bicycle parking spaces provided. As part of the 43% vehicle parking reduction request, a 3 percent vehicle parking reduction will require one (1) long-term bicycle space in addition to the number of bike spaces required by Code. Overall, approval will provide a total requirement of 3 long term and 2 short term spaces for the uses within the proposed building.

### **Driveway Sight Clearance:**

The new and existing driveways must provide adequate sight distance. No obstructions shall be placed within the driveway intersection sight vision triangle except as provided by City Ordinance, including but not limited to parking. (Development Code 60.55.50.1 and Engineering Design Manual 210.5). In some locations, maintenance of the required sight distance may require restrictions to potential development outside the public right of way. If so, the Project Engineer shall demonstrate that adequate restrictions are in place (and enforceable by the City) to assure that the required sight distance can be maintained in the future. This could include removal of existing or proposed on street or off street parking spaces. No modifications or exceptions to these standards shall be allowed unless approved by the City Engineer or designee.

### **Summary of Parking Findings:**

Staff finds that the Parking Analysis meets the requirements of the Development Code, and is in agreement with its conclusions and findings that subject to the findings and recommendations of the parking management plan and travel demand management program, no other mitigation measures are required at this time. Staff is in agreement with the conclusions of the traffic analysis.

Conditions of approval referenced above will require conformance to the Development Code to approve a 43 percent reduction, in order that the applicant may provide a minimum of 9 parking spaces. The applicant proposes that the 9 spaces will be located within the parking building. Therefore, in consideration of the proposed number,

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location and management of parking spaces, and conditions of approval thereof, the applicant will meet the parking requirements of the Development Code.

FINDING: The proposal meets the criterion for approval.

5. *Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;*

The design of the building and site do not affect the ability of the property owner to accomplish necessary private maintenance. The proposal, as conditioned, indicates that the owner will be able to fully maintain the site paving, pedestrian accessways and landscaped areas and will allow for maintenance of public facilities by the City.

6. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.*

This site plan includes adequate internal vehicular circulation at the entry to and within the parking garage. Pedestrian circulation is also provided by pedestrian/emergency vehicle accessways on the east, west and north sides of the building to accommodate all necessary pedestrian movement between the building, the public street/major pedestrian route, other destinations within The Round such as to the light rail station, in conformance with Development Code Sec 60.55.65.

A condition of approval is proposed to assure adequate sight distance to prevent conflicts between vehicle traffic exiting from the garage and pedestrians using the Millikan Way sidewalk.

7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.*

Proposed arterials, collectors and neighborhood routes are shown on the Downtown Regional Center's Functional Classification Plan as part of the Comprehensive Plan. The previous approval of CPA 2001-0016 removed SW Esplanade from the Plan and therefore dedication to Esplanade, or other streets, is not needed. The location of streets was previously studied as part of the original Round development. The Functional Classification Map currently shows the extensions of Crescent Street, Rose Biggi Avenue and Millikan Way. The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner. Pedestrian circulation is being provided by pedestrian paths a minimum of 8 feet wide on all sides of the building, from the building to the streets and to the light rail station to the north of the building. This is in conformance with Development Code Sec 60.55.65.

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The Round meets block and street spacing standards of the Code by providing pedestrian accessways. Staff find that the street and accessway improvements proposed meet Code requirements and therefore meet the criterion. Staff also cite the findings for Criterion 6 above, as applicable to Criterion 7.

FINDING: The proposal meets the criterion for approval.

8. *Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;*

TVF&R has commented that due to the lack of information on sprinklerling and hydrants in the design layout, that it appears the location of the building may not provide adequate fire protection. Staff cite the findings under Criterion 1 as applicable to Criterion 8, by noting that conditions of approval will require final TVF&R sign-off prior to issuance of site development permits.

Other site safety elements such as street lighting and private illumination will be provided. Therefore, the Committee find that the site design provides adequate public facilities and will minimize crime and accident.

FINDING: The proposal meets the criterion for approval.

9. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

Only minor grading is proposed because the site has been graded previously. All site construction, surface drainage will be constructed in accordance with City Codes, as reviewed in the site development permit.

FINDING: The proposal meets the criterion for approval.

10. *That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.*

Conformance with applicable accessibility requirements is administered through the Uniform Building Code. This current application does not approve the specific location of these handicapped spaces, because the parking spaces are located inside the building, so that the specific location of the spaces is not subject to Design Review. The final review of handicapped parking location will occur prior to the issuance of the building permit.



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Staff find that the site plan will be reviewed for conformance with ADA requirements, in conformance with Development Code Sec 60.55.65.

FINDING: The proposal meets the criterion for approval.

- 11. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.*

The applicant has submitted all of the plans required for a complete application, in accordance with Section 50.25.1.

FINDING: The proposal meets the criterion for approval.

## **SECTION B**

### **RECOMMENDATION OF THE FACILITIES REVIEW COMMITTEE:**

**The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the Board of Design Review, in their APPROVAL of the proposal, adopt the Design Review conditions of approval, found in Attachment D.**